

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application.

**LISTING OF CLAIMS:**

1-9. (Canceled).

10. (Previously Presented) A device for determining a center of rotation of a vehicle around a vertical axis of the vehicle, comprising:

an arrangement for determining the center of rotation as a function of a yaw rate and a float angle.

11. (Previously Presented) The device according to claim 10, wherein the arrangement for determining the center of rotation additionally takes into account at least one of a float angle variation and a lateral velocity.

12. (Previously Presented) The device according to claim 10, further comprising:

an arrangement for determining the yaw rate as a function of linear vehicle-dynamic quantities.

13. (Previously Presented) The device according to claim 10, further comprising:

an arrangement for determining the float angle as a function of linear vehicle-dynamic quantities.

14. (Previously Presented) The device according to claim 10, further comprising a sensor system situated at a rear area of the vehicle to detect the float angle.

15. (Previously Presented) The device according to claim 14, wherein the sensor system includes at least one of an optical, an ultrasound-based, a radar-based and a positioning based system.

16. (Previously Presented) The device according to claim 10, further comprising:

a memory in which data relating to the yaw rate and the float angle are stored, the arrangement determining the center of rotation as a function of the data.

17. (Previously Presented) The device according to claim 10, wherein the device is connected to an Electronic Stability Program (ESP) so that the Electronic Stability Program (ESP) takes the center of rotation into account when determining vehicle-dynamic quantities.

18. (Previously Presented) The device according to claim 10, wherein the device is connected to a passenger protection system (RHS) so that the passenger - protection system (RHS) takes the center of rotation into account when activating passenger protection devices.

19. (Previously Presented) The device according to claim 10, further comprising:

an arrangement for determining the yaw rate as a function of linear vehicle-dynamic quantities,

wherein the arrangement for determining the center of rotation additionally takes into account at least one of a float angle variation and a lateral velocity.

20. (Previously Presented) The device according to claim 19, further comprising:

an arrangement for determining the float angle as a function of linear vehicle-dynamic quantities.

21. (Previously Presented) The device according to claim 20, further comprising:

a sensor system situated at a rear area of the vehicle to detect the float angle.

22. (Previously Presented) The device according to claim 19, wherein the sensor system includes at least one of an optical, an ultrasound-based, a radar-based and a positioning based system.

23. (Previously Presented) The device according to claim 19, further comprising:

a memory in which data relating to the yaw rate and the float angle are stored, the arrangement determining the center of rotation as a function of the data.

24. (Previously Presented) The device according to claim 19, wherein the device is connected to an Electronic Stability Program (ESP) so that the Electronic Stability Program (ESP) takes the center of rotation into account when determining vehicle-dynamic quantities.

25. (Previously Presented) The device according to claim 19, wherein the device is connected to a passenger protection system (RHS) so that the passenger - protection system (RHS) takes the center of rotation into account when activating passenger protection devices.

26. (Previously Presented) The device according to claim 21, wherein the sensor system includes at least one of an optical, an ultrasound-based, a radar-based and a positioning based system.

27. (Previously Presented) The device according to claim 21, further comprising:  
a memory in which data relating to the yaw rate and the float angle are stored, the arrangement determining the center of rotation as a function of the data.

28. (Previously Presented) The device according to claim 21, wherein the device is connected to an Electronic Stability Program (ESP) so that the Electronic Stability Program (ESP) takes the center of rotation into account when determining vehicle-dynamic quantities.

29. (Previously Presented) The device according to claim 21, wherein the device is connected to a passenger protection system (RHS) so that the passenger - protection system (RHS) takes the center of rotation into account when activating passenger protection devices.

30. (New) The device according to claim 10, wherein the center of rotation is computed with respect to a center of mass of the vehicle.

31. (New) The device according to claim 30, wherein a variation of the center of rotation is determined based on a linear correlation between the center of mass and the center of rotation as a function of the yaw rate.

32. (New) The device according to claim 31, wherein the determination of the variation of the center of rotation is conditioned the float angle exceeding a threshold value.

33. (New) A device for determining a center of rotation of a vehicle around a vertical axis of the vehicle, comprising:

an arrangement for determining the center of rotation as a function of a yaw rate and a float angle, for determining the yaw rate as a function of linear vehicle-dynamic quantities, and for determining the float angle as a function of linear vehicle-dynamic quantities, wherein the arrangement includes a sensor system situated at a rear area of the vehicle to detect the float angle;

a memory in which data relating to the yaw rate and the float angle are stored, the arrangement determining the center of rotation as a function of the data;

wherein the arrangement for determining the center of rotation additionally takes into account at least one of a float angle variation and a lateral velocity,

wherein the center of rotation is computed with respect to a center of mass of the vehicle,

wherein a variation of the center of rotation is determined based on a linear correlation between the center of mass and the center of rotation as a function of the yaw rate, and

wherein the determination of the variation of the center of rotation is conditioned the float angle exceeding a threshold value.

34. (New) The device according to claim 33, wherein the device is connected to an Electronic Stability Program (ESP) so that the Electronic Stability Program (ESP) takes the center of rotation into account when determining vehicle-dynamic quantities.

35. (New) The device according to claim 33, wherein the device is connected to a passenger protection system (RHS) so that the passenger - protection system (RHS) takes the center of rotation into account when activating passenger protection devices.